

FREYDIS 2000



A boat for traveling that really makes you want to cast off...

# FREYDIS 2000



The Freydis is a powerful catamaran, whose line boasts the hand of her designer Erik Lerouge...

## a boat with character

TEXT & PHOTOS : PHILLIPE ÉCHELLE

THE SOUBISE SHIPYARD, MAKER OF SUCH FAMOUS MODELS AS FREYDIS AND AZULI, AS WELL AS EFFICIENT MONOHULLS, CHOSE TO REDESIGN THEIR FLAGSHIP RATHER THAN GIVE IN TO THE TEMPTATION TO CREATE A NEW BOAT.

**T**his approach takes advantage of the experience acquired on this platform while developing certain parameters the better to respond to current trends, particularly for the space under the roof and its conviviality. This "Évolution II" FREYDIS struck as being fully mature, having inherited the seaworthiness and sportiness of Erik Lerouge's successful design. He has integrated a fine panoramic roof, the keystone to a high-level quality of life at sea. Tempted? Then follow me on board for a hundred miles on the way back from the Cannes Boat Show...

### The Soubise shipyard

Like all creative enterprises, this shipyard on the banks of the Charente river in Soubise is strongly marked by the personality of its founder, Philippe Tournier. The "boss" has attracted around him a stable top-quality team, but he is the one who determines the boats' main characteristics. The choice of working with Erik Lerouge first: the association of these men, both enthusiastic demanding sailors, gave rise to a range of fast attractive seaworthy boats. The choice of the rotating mast, the sandwich construction process and the vigilance with regard to

total displacement are also due to "Philippe Soubise", as even he sometimes calls himself! He has had considerable experience with multihulls and regattas, and his advice always reflect his seamanship should prove useful for anyone buying a FREYDIS in what does remain a great adventure: the custom construction of a big multihull. The Boss enjoys entertaining the customer-maker relationship to the water. That is why he did not hesitate to deliver VISUAL, the FREYDIS 2000 we tested, to part of the Tour of Spain and Portugal from Soubise.

### FREYDIS catamaran

FREYDIS is a powerful well-sailed catamaran, that is lively in a light breeze; the medium wind and breeze in choppy seas remain its favorite conditions. Her capacity for speed is high, but is really for experienced sailors, not that piloting her is so difficult, but she is a rather big boat. When she's off at more than 15 knots, her power requires proper control. The balance between a high level of comfort and speed, associated with functional good looks forms the basis of this boat's charm. FREYDIS is a boat for traveling. Several have sailed round the world, like WAHOO, which after being purchased in Asia during her second voyage, set off for a third sail round the world.

### Some technical information

The long thin hulls with a semi-circular section, straight stems with comfortable freeboards and a light displacement of some 6 metric tons for 14 meters, as well as the fluid line of the roof are Erik Lerouge's answer to the problems of cruising catamarans. I appreciate the low-draft fins on FREYDIS; these well-designed fins on fine-quality keels are a solution that is perfectly adapted to a cruising agenda. Easy beaching and protection of the SailDrive rudders are additional advantages. The dinghy version will point 3-4° better in the wind and erase any anti-leeway device downwind, enable the surfs to leave a little earlier, last a little longer and increase the top speeds. But that has no incidence in cruising on the number of nautical miles covered in 24 hours. Some designers refuse the fins since their presence

may counter the catamaran's tendency to skid in nasty waves. That's why these fins must be thin and shallow and their presence on a powerful boat (FREYDIS has an 8-m beam!) poses no problems of safety.

### The construction

The FREYDIS 2000, like her predecessor, is built of PVC sandwich with a 75kg/m<sup>3</sup> core whose thickness varies from 15 to 25 mm according to the areas of constraint. This technique associated the satisfactory quality of aesthetic finishing and stiffness with good sound and heat insulation. When properly implemented, as with FREYDIS, this process is reliable. I have personally sailed in a great variety of conditions for over a year on a 16-m trimaran built using this technique and could observe no délamination after 25,000 miles and 4 Transats. The platings are made of quadri and tri-axial skins, the quick works are lined with Kevlar. The resin and gelcoat are of vinylester type for the quick works and isophthalic for the deck. These precautions guarantee proper aging and prevent hydrolysis. The presence of reinforcements and structural partitions add their support to the chassis to ensure rigidity and fight against torsion phenomena at sea; a little flexibility is an integral part of this type of construction anyway.

### The rotating mast

All the multihulls built at Soubise are equipped with a small aluminum wingmast that turns on a stainless steel pivot and rests on a circular Teflon bearing. This positive effect on the flow of the mainsail is well known and their reliability is remarkable. These tubes are extruded on a rail that is specific to the shipyard and the finishing is ensured by J.P. Maréchal. The quality of the welding of the fittings and of the paint used is remarkable. The inertia of these profiles is very attractive and under heavy loads, no lateral distortion of the mast was observed. The boom dissociated from the mast rests on a separate gooseneck, placing no constraint on it. This assembly is perfectly consistent and easy. A pair of Vectran runners available as an option should, in my opinion, be standard, since they provide the stay with the necessary stiffness in the breeze. Of course the total displacement is quite considerable;



The Freydis 2000, an elegant efficient boat.

## pros +

- Exceptional cruising performance
- General good looks
- Heading stability
- Maneuverability and directional qualities of the rudders
- Design of fins
- Efficiency upwind (110° in 30-knot wind and rough sea in the Red Sea)

## cons -

- Some insufficient stratifications on the CP partitions
- Structure a little too flexible
- No stainless steel shoe under the fins
- Under the waterline, the monolithic glass would reduce water penetration in case of scratches
- The space for maneuvering at the mastfoot a little tight
- Electric diagram too complex
- Ventilation a little insufficient in the aft cabins
- Survival hatches too close to the waterline (leaks)
- Lack of backstays

## GENERAL CHARACTERISTICS

**Designer:** Eric Lerouge

**Builder:** Philippe Tournier, "Soubise Plaisance" shipyard

**Construction material:** PVC foam sandwich on casts

**Hull and waterline length:** 13.99m

**Beam:** 7.80m

**Draft:** 1m

**Displacement:** 6T empty; 7.5T loaded; 7.2T in racing version

**Freeboard height:** 1.60m

**Headroom under roof:** 1.90m

**Headroom in hulls:** 2m

	Cruising version	Racing-cruising version
Rotating mast:		
Height	alu 18,40m	carbon 20m
Area	6,80m <sup>2</sup>	7,30m <sup>2</sup>
Mainsail area	79m <sup>2</sup>	92m <sup>2</sup>
Furler jib	48m <sup>2</sup>	51m <sup>2</sup>
Drifter	70m <sup>2</sup>	88m <sup>2</sup>
Asym. spinnaker rigging	160m <sup>2</sup>	
Asym. mastop spinnaker	200m <sup>2</sup>	220m <sup>2</sup>
Area upwind	130m <sup>2</sup>	141m <sup>2</sup>
Staysail		
On releasable forestay:	15m <sup>2</sup>	
Motors	2x27 ou 2x33cv	2x27cv
Category:	A	
Performance:		
Motor at top speeds:		
10 knots with 2x33CV and 8 knots with 2x27CV		
Upwind (with 10 knots true wind)	7.5 knots	8 knots
Top speed	20 knots	25 knots



The rotating mast and boom are dissociated for a perfectly homogeneous whole.

that's the price for reliability and no FREYDIS or AZULI have ever sailed home without their mast. Today the "carbon mast" option is a real alternative on this type of unit.

### At sea

I put my bag on board VISUAL, our FREYDIS for this test, that I found in the big listed harbor of Sète. 60 miles are on the agenda for this first day to reach Port Argelès. We had mist and light autumn weather. Our test boat delivered in July had joined the Tour of Spain to reach her homeport. She then crossed the Bay of Biscay again to be present at the Cannes Boat Show! On board, Philippe Tournier regrets the expected weather for the convoy from Argelès to Cannes in a strong gust of tramontane; the boss likes the breeze and his boats, too, "15 knots in a brown sea, peaks at 20, we really moved well..."

The mainsail rose with no more effort than with the trolleys when equipped with large traditional ertalon slides. The unquestionably advantage of the rotating mast, hoisting and reefing downwind are facilitated by the fact that the battens and mast work in a favorable angle. At less than 10 knots of wind, we are quite evolutive at around 7 knots broad reach; a small asymmetrical sail (the big one didn't resist against the enthusiasm of the convoy to Cannes and had to go back for a brief visit to North) enabled us to cover two-thirds of the course in a slacking breeze before we had to resort to diesel. Those 60 miles were covered after all in 8 hours. Maneuvers are facilitated by an excellent deck layout and Harken fittings for which there can be no criticism. With her mainsail in a lazy-bag, genoa jib on furler and spinnaker in a sock in a trunk in the port hull, she is easy to maneuver for a crew with some experience and method (we shouldn't lose track of the sail area)... The spinnaker outrigger can hold a gennaker, a costly but interesting if costly complement to the reaching in light weather and medium wind. Our test boat is equipped with an optional steering wheel moved to starboard but personally and, on a true sailboat like our FREYDIS, no alternative to two tillers is acceptable in my opinion: I like the "extreme windward" position on a small molded seat...

### Comfort

I generally attach little importance to the features since I consider this to be very subjective and subject to many options on such units, where customization is the rule. Yet I was really impressed with the general layout of this FREYDIS 2000, whether in terms of the distribution of the space, harmonizing conviviality and private life or the quality of the material and the execution. The port hull holds a cabin with two beds in front for the crew; the gallery is arranged like a study and the after cabin like a reading tatami, where you can also watch television and videos and listen to an excellent hi-fi equipment. It find this boudoir ideal on a liveaboard boat since its function to separate leisure and cultural activities is too often neglected on our boats where space is scarce.

The starboard hull is a "special gallery" option and its front half has an absolutely perfect washroom and dressing room, completed by the owner's cabin aft.

The new panoramic roof in the 2000 version completes this distribution of a true living room on deck where the galley, saloon and chart table functions have found a virtually exemplary balance. These features and the "outdoor saloon" under the hardtop deserve, in my opinion, a very special mention. Only the large Plexiglas panel around the roof must be equipped with two opening hatches and sun-filtering material.

A good night's sleep in the purified air of the Pyrenees Albères enabled us to wait for the tramontane, forecast at Force 5 but which, exceptionally, was no more than a breeze at Force 3. In these 12-knot winds, FREYDIS 2000 is lively, pleasant to adjust and accelerates, so we can move at a good speed in all direction on the water between Banyuls and Argelès. The medium wind is a justice of the peace for all the boats, since it demonstrates the aptitude (or impossibility) of a boat to follow variations in the wind. Here, we enjoy sailing at around 8.5 knots (with no gennaker!) on a flat sea that barely fills the sails of a few monohulls on their way to Spain. We can feel perfectly this catamaran's capacity for frank acceleration in medium wind. The close-hauled tacks we made on the way back helped check that heading and speed are indeed there and the

capacity to tack deserves special mention: the speed coming out of a tack never drops under 3 knots! The basic set of sails delivered with the boat, by North, is of excellent quality: volumes, choice of materials and finishing are very fine.

### CONCLUSION

I invite you for the test of the racing-cruising version in the breeze since this is what I would prefer in the Mediterranean, in spite of her violent nature. Yet, in the spirit of a cruise with the family or just a couple, you can take the FREYDIS 2000 as it is! Her performance is satisfactory (this is a euphemism) in all weather conditions, she is safe and very comfortable. Well designed and well built, with reassuring tests around the world, FREYDIS 2000 is a fun catamaran perfectly suited to her agendas, at the top of the units in this category.

### Around the world on a FREYDIS

Between October 1993 and November 1995, Frédéric MARTIN and his companion sailed round the world by the route des Alizés and the Red Sea with the first unit in the FREYDIS series, WAHOO. Since then, this catamaran has completed a second tour and started on her third. What an appetite! Here is what they have to say: "This boat being destined to be presented at Le Grand Pavois, she was to be something like the showcase for the shipyard's know-how. Paradoxically, the extra equipment and top-of-the-range finishing were somewhat of a handicap for our agenda, in terms of displacement and upkeep, in particular. But this secondhand boat was almost new, ready

to go, which explains our choice of WAHOO."

In his report, Frédéric MARTIN emphasizes the platform's intrinsic qualities and seaworthiness: "I like this boat; her beautiful looks, the fineness of her stems, the proportions of the whole are appealing to me as ever. The ventilation of the saloon was excellent; we really appreciated that in the Tropics. The design of the hulls is a complete success for me; the more the boat accelerates the more the stems are relieved, which is very reassuring in bad weather. We left as "average yachtspersons" and appreciated WAHOO's exceptional cruising performances: at full load, with a small crew, we regularly covered 200 nautical miles a day and even 180 one day in a brown sea in the Alizé with the genoa jib alone! During the crossing from the Galapagos to the Marquesas, in 14 days, we covered 1000 miles in 4 days, steering just 3 hours: with peaks at 19 knots with Autohelm 6000! The heading stability and maneuverability are perfect on this catamaran. Our record for the distance covered in 24 hours is 271 miles. In the storm that decimated the Transat des Passionnés in early November 1995 and caused the death of 10 sailors, we were at broad reach between Libya and Sicily. During the 48 hours lying atry, including one night lying ahull in the impressive waves we were never afraid of capsizing. That's the main thing; the shipyard corrected several minor defects mentioned in the table and FREYDIS remains for me a fine unit whose qualities at sea are unquestionable."



The galley, like all the features, is functional and very well finished.



The new panoramic roof on the Version 2000 offers a true deck saloon with virtually exemplary balance in the galley, saloon, chart table functions.



The cabins provide comfort and privacy.

### COMPARISONS:

CRITERIA	FREYDIS 2000	OUTREMER 45	CATANA 431	PRIVILEGE 435	ONE OFF 45'
Overall length:	13,99 m	13,70 m	13,10 m	13,13 m	13,70 m
Waterline length:	13,99 m	13,65 m	12,80 m	12,60 m	13,50 m
Beam:	7,80 m	7,20 m	7,30 m	7,07 m	7,90 m
Light displacement:	6 500 kg	6 100 kg	7 600 kg	8 300 kg	6 200 kg
Sail area upwind, solent:	127 m <sup>2</sup>	106 m <sup>2</sup>	117 m <sup>2</sup>	111 m <sup>2</sup>	117 m <sup>2</sup>